

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
U.S. Coast Guard
Sector Long Island Sound

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16211
December 16, 2005

Broadwater Energy
Attn: Mr. Stephen Marr, Permit Application Manager
777 Walker Street, 22nd Floor
Houston, TX 77002

Dear Mr. Marr:

As part of the Coast Guard's assessment of the potential risks to waterway safety associated with Broadwater's proposal to construct and operate a liquefied natural gas (LNG) floating, storage and regasification unit (FSRU) in Long Island Sound, we are using recorded Automatic Identification System (AIS) data to examine commercial vessel traffic patterns on Long Island Sound in general and in the vicinity of the proposed location of the FSRU in particular. As you are aware, AIS units are required to be carried by a significant number of commercial vessels that operate on Long Island Sound, including all foreign-flag vessels and many of towing vessels.

We have recently completed a preliminary analysis of the data for every fifth day for the period of January through June 2005. This analysis, which is summarized in enclosure (1), indicates the number of vessel transits on the Sound as well as the number of transits that passed within approximately 2 NM of the proposed location of the FSRU. Based on this analysis, approximately 18% of the total transits passed within 2 NM of the site where Broadwater has proposed to locate the FSRU. Enclosures (2) and (3) present the data for the months of January and February as a graphic. The highlighted box is 4 NM on its side and is centered on the proposed location of the FSRU. We are in the process of analyzing the data for the entire year and will include it in the Coast Guard's report to the Federal Energy Regulatory Commission.

You may contact me at the above phone number or e-mail address if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "A. L. Blume".

A. L. BLUME

Lieutenant Commander, U.S. Coast Guard
Chief, Prevention Department
By direction of the Captain of the Port, Long Island
Sound

Enclosures: (1) Long Island Sound AIS Data (partial) for period January - June 2005
(2) AIS data - January 2005
(3) AIS data - February 2005

Copy: Mr. James Martin, Federal Energy Regulatory Commission
Docket USCG-2005-21863

Long Island Sound AIS Data

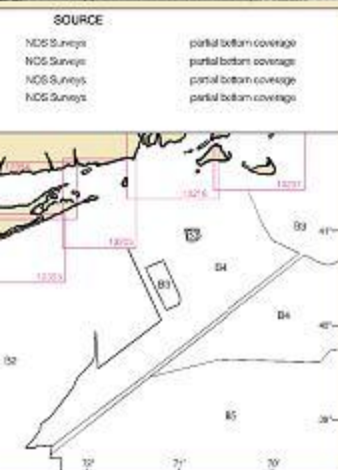
Date	Total Transits	Transits Through Site
01/01/2005	22	2
01/05/2005	46	11
01/10/2005	35	8
01/15/2005	41	4
01/20/2005	37	9
01/25/2005	34	6
01/30/2005	36	6
Total	251	46
02/04/2005	35	0
02/09/2005	39	11
02/14/2005	32	7
02/19/2005	44	9
02/24/2005	29	6
Total	179	33
03/01/2005	40	5
03/05/2005	37	8
03/10/2005	46	6
03/15/2005	35	5
03/20/2005	39	9
03/25/2005	39	9
03/30/2005	39	6
Total	275	48
04/04/2005	39	10
04/09/2005	34	4
04/14/2005	32	7
04/19/2005	41	6
04/24/2005	41	5
04/29/2005	43	6
Total	230	38

Date	Total Transits	Transits Through Site
05/04/2005	31	6
05/09/2005	39	7
05/14/2005	42	9
05/19/2005	41	5
05/24/2005	32	7
05/29/2005	31	4
Total	216	38
06/03/2005	41	6
06/08/2005	48	10
06/13/2005	35	9
06/18/2005	46	8
06/23/2005	40	8
06/28/2005	42	5
Total	252	46

Year Total	1403	249
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Percent Transits Through Zone:	17.75%
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ENCLOSURE (1)



LORAN
GENERAL EXPLANATION
 January 1, 5, 10, 15, 20, 25 & 30, 2005
 Total Transits Recorded: 251
 Transits Through Zone: 46
 Percent traffic through zone: 18.3%

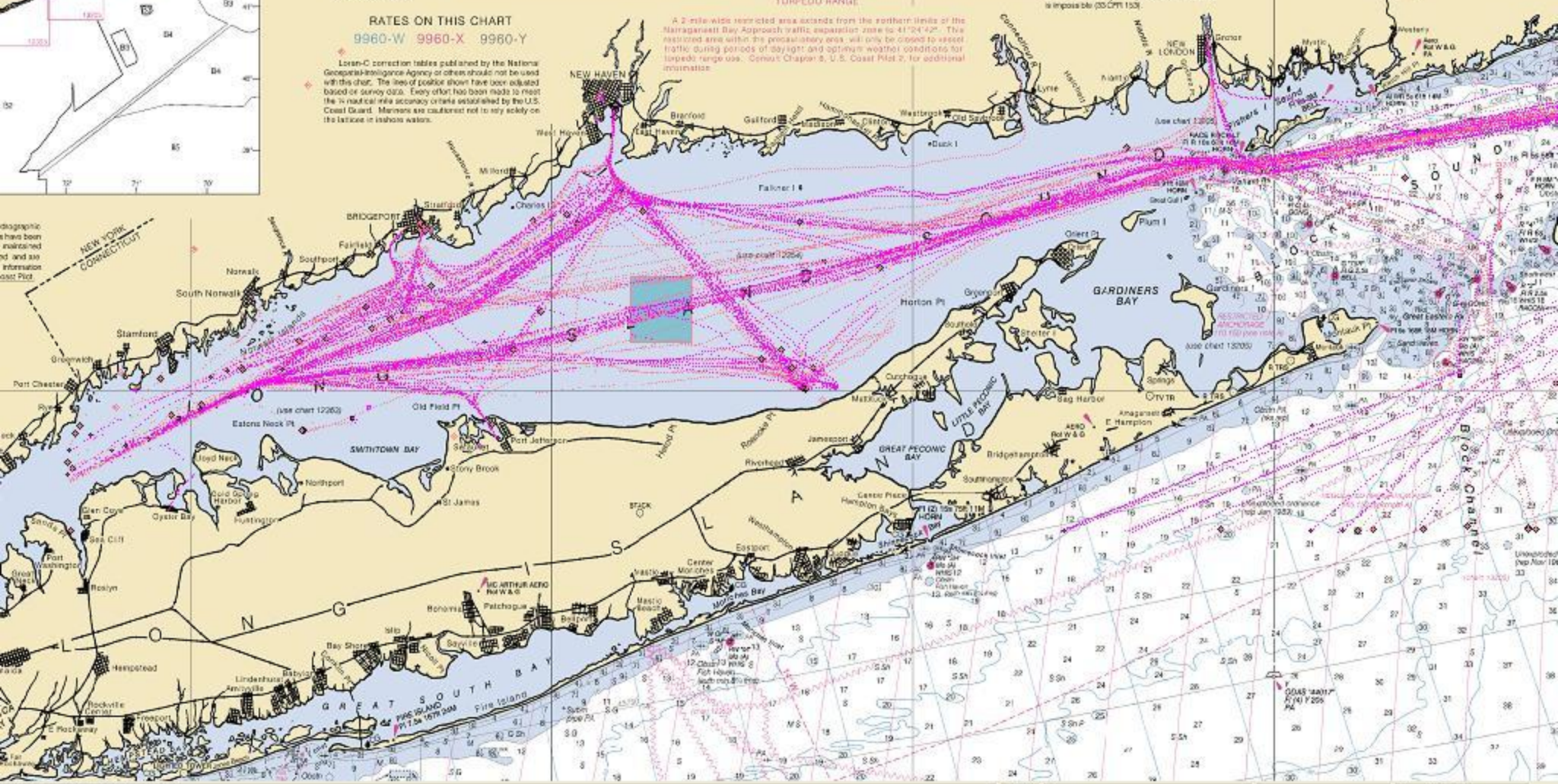
RATES ON THIS CHART
 9960-W 9960-X 9960-Y

Loran-C Frequency
 Pulse Repetition Interval
 9960 9960 9960
 STATION TYPE DESIGNATORS
 (Letter Designators)
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART
 9960-W 9960-X 9960-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1:100,000 scale accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latitude in inshore waters.



PRECAUTIONARY AREAS
 Precautionary Areas may consist of vessels making astern operating in Ambrose or Sandy Hook Channel, established traffic lanes, or vessels operating between the Ambrose and Sandy Hook Channel. Mariners are advised to exercise extreme care in navigating within normal Pilot Cruising Area is outlined by a triangular

POLLUTION REPORTS
 1. All spills of oil and hazardous substances to the National Response Center via 800-424-6262, or to the nearest U.S. Coast Guard facility if telephone communication is impossible (20 CFR 153).

NOTE D
 TRAFFIC SEPARATION
 Recommended traffic lanes established for the approach to the Harbor. See chart 13260.

CABLE AND PIPELINE
 The cable and pipeline are shown in the areas of the larger scale charts and are not repeated.

41°32.759' -72°38.073'

Done 1 : 467031



Total Transits Recorded: 179
Transits Through Zone: 33
Percent traffic through zone: 18.4%

LORAN-C FREQUENCY:
PULSE REPETITION INTERVAL:
9900
STATION TYPE DESIGNATOR (if
letter designators):
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 9900-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1-nautical-mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the information in this chart.

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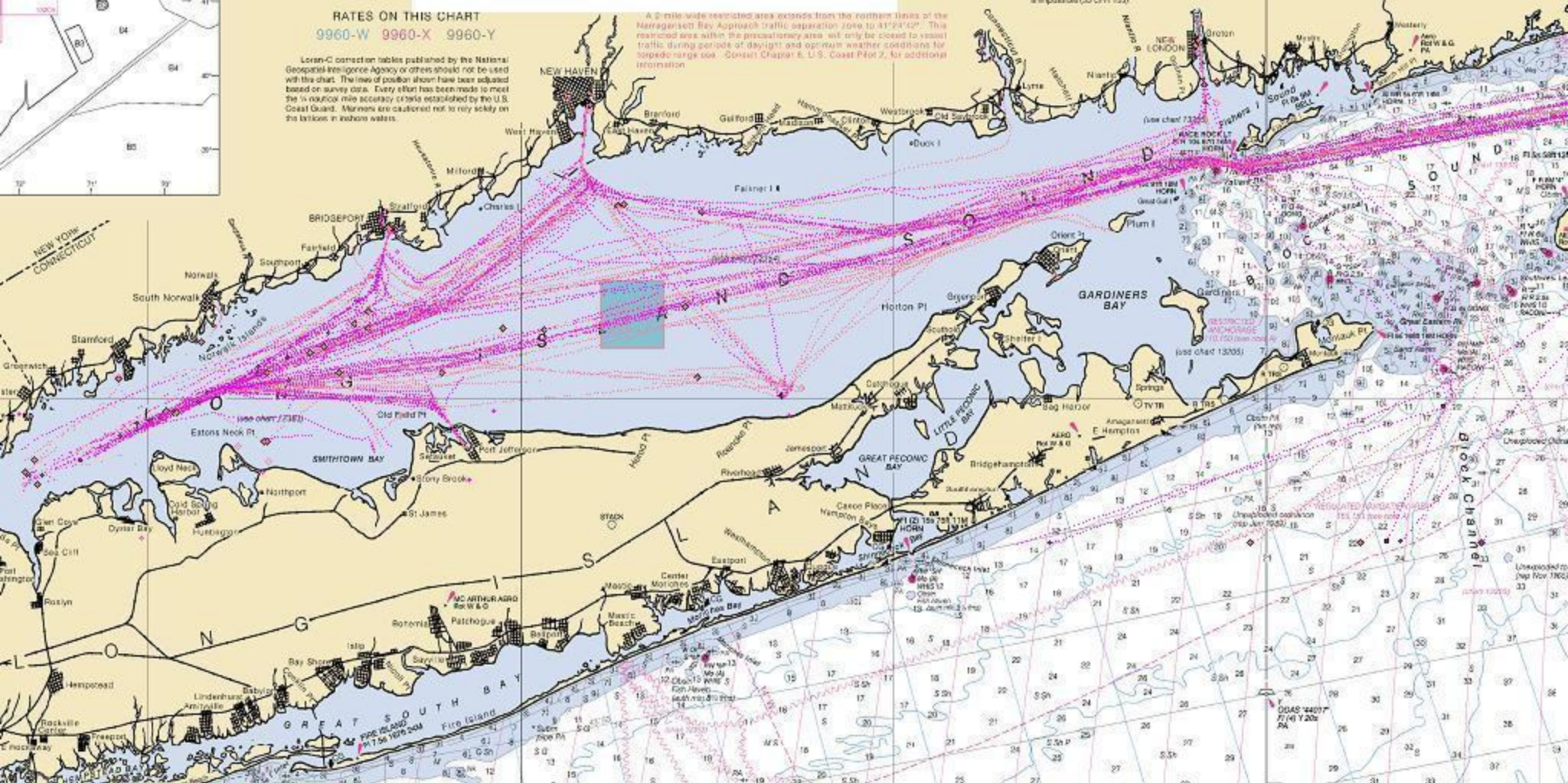
PRECAUTIONARY AREAS
Traffic within the Precautionary Areas may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the established traffic lanes, or vessels operating between Narrowssett Bay and Buzzards Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas. The normal Pilot Cruising Area is outlined by a triangular inner band.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (see CEN 1/89, 14).

NOTE D:
TRAFFIC SEPARATION
Recommended traffic lane
established for the approach
Harbor. See charts 13267 and

CABLE AND PIPELINE

The cable and pipeline now in the areas of the larger seabird colonies, and are not accessible



41°34.879' -73°30.417'

1 : 455218